



OTTAWA POLICE SERVICE
SERVICE DE POLICE D'OTTAWA

A Trusted Partner in Community Safety
Un partenaire fiable de la sécurité communautaire

OTTAWA TRUCK DEMONSTRATION '22

Phase 2.1 – v 3.0

9 February 2022

DRAFT

Operational Plan Approval

Authorizing Authority Name and Rank

Date: _____
Insert Date Here

Authorizing Authority Name and Rank

Date: _____
Insert Date Here

EVENT NAME: Ottawa Truck Demonstration 2022
TYPE OF EVENT: Demo
LOCATION: Downtown Core
DATE AND TIME: 9-14 February 2022
OCCURANCE NUMBER: Various
OVERTIME CODE: 00000Convoy
OPERATIONAL CHANNEL: SPECIAL 3
DEDICATED DISPATCHER: Yes
INCIDENT COMMANDER: Various per day per shift
SITE MANAGER: Various per day
COMMAND POST LOCATION: NCRCC

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1.0 SITUATION

1.1 Background:

On Friday evening, the 28th of January 2022, a small convoy of vehicles including transport trucks with trailers arrived in Ottawa and took up position on Wellington Street in front of Parliament Hill. On Saturday, the 29th of January, hundreds more vehicles of all sizes arrived throughout the day and descended on the downtown core. The OPS safely managed the massive ingress of vehicles and people; some vehicles staged in designated areas, but others stopped on ingress routes that lead toward Parliament Hill. Vehicles are now parked in undesignated staging areas on City streets impacting the regular flow of traffic and movement of people in the downtown core.

Convoy demonstrators and supporters of the convoy participants have conducted demonstrations along Wellington Street, Supreme Court lawns, Parliament Hill, Confederation Park, and intersections including Rideau Street at Sussex. Marches have occurred in support of the convoy on foot from Quebec over the Interprovincial bridges. Demonstrators and supporters have been re-supplying vehicles with fuel and replenishing other combustibles in the designated and undesignated staging areas which constitute a public safety hazard. Constant sounding of air and truck horns throughout day and evening have negatively impacted the resident's quality of life in the surrounding neighbourhoods.

1.2 Intel Assessment:

The latest intel report has indicated:

- The Give Send Go fundraiser is in excess of \$6M.
- Promoter Pat KING continues to encourage participants to continue to blow horns in spite of injunction
- Protesters are attempting to search for "legal; loopholes" for re-establishing fuel supply lines
- An Ottawa tow operator has reported receiving hundreds of calls including death threats regarding mistaken identify in supporting Police.
- Social media users have been calling for Canadian law enforcement and government officials to be "doxxed" and attacked, following Ottawa Police Service (OPS) Chief SLOLY's statement that OPS will collect the personal information of those in the freedom convoy who are conducting "unlawful activity".

2.0 MISSION

2.1 Mission Statement:

To end the unlawful elements of the Ottawa Truck Demonstration and restore safe and open neighborhoods and businesses.

3.0 EXECUTION

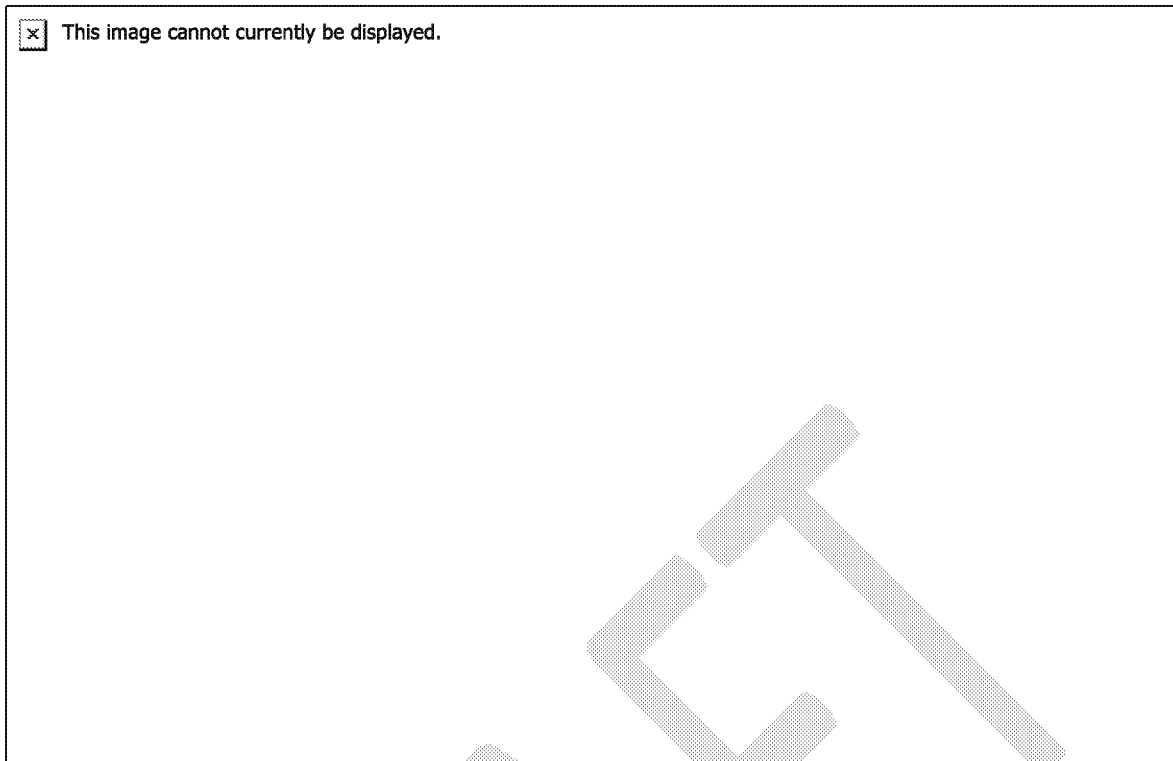
3.1 Area of Operations:

The area of operations was originally identified to be in the downtown core in the area of Parliament Hill. As the trucks arrived on the weekend of the 28th, 29th and 30th of January, operators immediately began flooding the core from multiple directions off the 417. The sheer volume in combination with the multiple options to enter the city made it impossible to fully control their movements. All attempts were made using police resources, heavy barricades and heavy equipment to maintain routes open for emergency response to the residents and businesses as much as possible.

There was early indication that some truck drivers were planning on leaving the city at the end of the weekend. It also became apparent that many others were intent on remaining in Ottawa and would not leave until the government capitulates to their demands. Those that remain indicate their battle is with the government but their behaviour is targeting the immediate neighbourhoods around their occupation and some of the outlying urban areas. Some behaviour includes, constant blaring of horns, unlawful launching of fireworks, open fires on the streets and Parliament Hill, intimidation of business owners and intimidation at the local shelters to name a few.

As a result, the immediate area of operations are the pockets of road blockages caused by parked trucks (all in the downtown core). Issues have also been experienced in the urban areas when supporters have travelled to disrupt residents.

The following map provides a general overview of the areas of vehicle congestion and highest neighbourhood concern as of this date.



3.2 Schedule for Operations

The occupation elements have not moved since they first arrived. They remain on site and are active during the day throughout the core. In the evenings, disturbances, and noise increase. This activity continues throughout the evening and into the early morning. Throughout the night issues tend to dissipate but attention is still required to deal with some activities.

During the previous weekend there was an additional wave of supporters arriving in Ottawa who left before Monday. During this wave, demands on police increased equally. There are indication that the upcoming weekend will experience the same influx of supporters which may become the norm for the foreseeable future.

As a result, there must be a constant police presence to deal with ongoing matters with a level of preparedness to deal with a greater number of issues on the weekend.

3.3 Concept of Operations

While disorganized and, at times, competitive in the beginning, the occupiers have become well organized and cohesive. If there is any flashpoint at any of the many locations, there is an immediate response by occupiers from other areas providing support.

Public safety is the priority throughout the concept of operations. There is also the added elements of officer safety and the safety of City employees when considering any

actions to be undertaken. City employees in particular have been subject to intimidation and rock-throwing when left alone in their vehicles. Officer Safety has also been an issue as there have been instances where crowds have moved to intimidate officers who have become isolated or are working in pairs. During early flashpoints, crowds have even challenged large groups of officers. In both instances, had an arrest been necessary it would have been next to impossible given the risk to Officer safety.

More recently, after police seized a significant amount of fuel suspected of being used to re-supply trucks within the downtown core, the mood towards police has significantly degraded. As a result, Officers need to become more vigilant to anti-police actions.

The police posture during the first weekend was to take all necessary actions to prioritize public safety and minimize disruption. This started with Police Liaison Team (PLT) engagement before truckers had even arrived. While there was some success, the sheer volume of trucks arriving in the City made it impossible to eliminate all disruption. Although the PLT have been able to continue with engagement with some success, it is not enough. Police have since moved towards an interdiction and enforcement approach. Enforcement has been limited since most officers who have been tasked are required to respond to ongoing issues.

Most recently on 07FEB22, a Court Injunction was granted that restricts the blaring of air horns and train horns. This provides police with additional tools of enforcement.

The following seven-point strategy has been formed to guide the planning and operational activities associated to managing this unprecedented demonstration towards a successful completion. This includes:

1. Negotiations:

- a. Localized Issues involving residents, businesses and City Councillors
- b. Convoy Captains
- c. Influencers – key initiators/leaders of the demonstration
- d. Tri-partisan (Federal, Provincial and Municipal Governments)

2. Surge, Enforce & Contain:

- a. Surge:
 - i. Increase enforcement in main core
 - ii. Increase presence in neighbourhoods
 - iii. Court injunctions that may be imposed
 - iv. Interdiction of funds, fuel, and support
 - v. Leveraging increased fine penalties
- b. Enforce:
 - i. Apply all federal, provincial, and municipal legislation to reduce harm and unlawful activity
- c. Contain:
 - i. Harden posture in Red Zone

- ii. Limiting access points and increase effectiveness

3. Intelligence & Investigations:

- a. Received: receipt of investigation and ongoing criminal allegations regarding demonstrations
- b. Proactive: targeting people heavily involved with Demo and who are promoting unlawful activities
- c. Enforcement: focus on issues involving vehicle safety and/or unlawful activity (Bylaw, HTA, CVOR and insurance-related violations)

4. Red Zone Reduction

- a. Shrinking footprint of occupation

5. 24/72 Hour Cycles

- a. Dynamic planning cycles related to a 24/72 hour period
- b. 5 – 7 day Planning Forecasts

6. Resource Reliability

- a. Staffing model that balances demands and wellness of members
- b. Sustainable and predictable resourcing under the OPS Command
- c. Coordination of the effective and efficient use of resources
- d. Cohesive flow of information to resources and partner agencies

7. Establishing Success Factors

- a. Returning the quality of life to residents and businesses to levels experienced prior to demonstration
- b. Reclamation of public spaces
- c. Noise and harassment reduction
- d. Red Zone reductions
- e. Cessation of occupation
- f. Sporadic, managed lawful demonstrations
- g. Return to normal staffing /schedules
- h. Investigations completed, people charged/successful prosecutions
- i. After action review and key recommendations implemented
- j. Full-cost recovery
- k. Loss of revenue recovery (Paid Duties)
- l. Member/Officer wellness
- m. Return to business as usual with a restated 2022 Strategic Plan
- n. Maintenance and drafting of partner MOUs

With the above in mind, this plan must also consider options to address the following:

- Identifying solutions to return CID members back to investigative status to manage files
- Identifying solutions to aid the training section to return to operations to meet with mandatory Provincial training qualification requirements
- Providing members with needed rest to prevent short and long-term health issues (some members have been working long hours 16 days straight)

3.5. Specific Activities

Police Liaison Teams (PLT)

PLT members have worked constantly to build relationships with organizers and leaders to garner cooperation in vacating areas. So far they have been successful in having protesters leave Confederation Park and open lanes on Kent Street for emergency response. They had been gaining some ground in some movement out of the core but those talks recently broke down.

PLT teams will continue to engage with the purpose of diffusing and de-escalating critical situations. They will further continue to negotiate and encourage participants to abandon their occupation through awareness of their lack of impact on government but significant impact to the common person.

Interdiction Efforts

There is a continued effort by occupiers and supporters to refuel trucks in the core. Crown consultation has supported the approach that this can be considered aiding and abetting the offence of mischief. Officers have the power to seize the fuel for evidentiary purposes.

Officers have been advised to engage any transport of fuel into the downtown core.

Containment Surge Enforcement Teams

Containment Surge Enforcement Teams are deployed to residential neighbourhoods in or near the core that have been the most impacted by this demonstration. They provide a constant and heavy police presence in order to conduct targeted enforcement, reduce crime and fear of crime. They also improve the perception of safety as well as the quality of life within the impacted communities. Analysis of calls for service has confirmed that these neighbourhoods have experienced a significant increase in disturbance type activities.

Staffing challenges have not allowed OPS to properly staff this important function.

Zone 1 - includes Centertown, north of Catherine, including Metcalfe to Bronson and Somerset St West



[illegible]

Zone 3 will be the Lowertown. It will bound by Boteler St in the North, Cumberland St in the East, Sussex Drive to the west and St Patrick St to the south.



Deliberate Action Plans

The removal of occupiers from a zone requires a plan to properly and safely manage the operation.

to properly and safely manage the operation

The areas of greatest congestion that ne

- Bank St from Albert to Lisgar

There are additional areas where trucks and farm machinery are scattered but the roads are passable. However, at any given moment these vehicles can be repositioned to block areas.

Any action taken to remove occupiers and vehicles will require the development of Deliberate Action Plans with supporting sub-plans to ensure all considerations are addressed to minimize further disruption. As identified, separate plans will be created for each area of operation. The required supports for each operation includes:

- Critical Incident Command member with support personnel
- Intel Assessment
- Public Order Units (including the development of an operational plan)
- PLT site supports
- Traffic Service support (including the development of a traffic plan and separate tow plan)
- Evidence Gathering Teams
- Arrest Teams (including the development of an operational plan)
- Mass Detention Plan and supports
- Arrest Hand Off Teams
- Criminal Investigation supports
- Media representation and development of media messaging

Planning for these operations takes a substantial amount of time involving multiple sections. Delivery of operations requires a significantly higher number of members and external supports. Depending on the area to be cleared, the operational period could extend into multiple operational phases.

During these operations it is also necessary to bolster support in other areas of occupation so that flashpoints can be quickly addressed to prevent critical incidents.

The above is identified so that the reader is aware that any Deliberate Action Plan will have an additional impact on resourcing before, during and after an operation.

3.5. Other Assigned Supports

Quick Response Teams (QRTs)

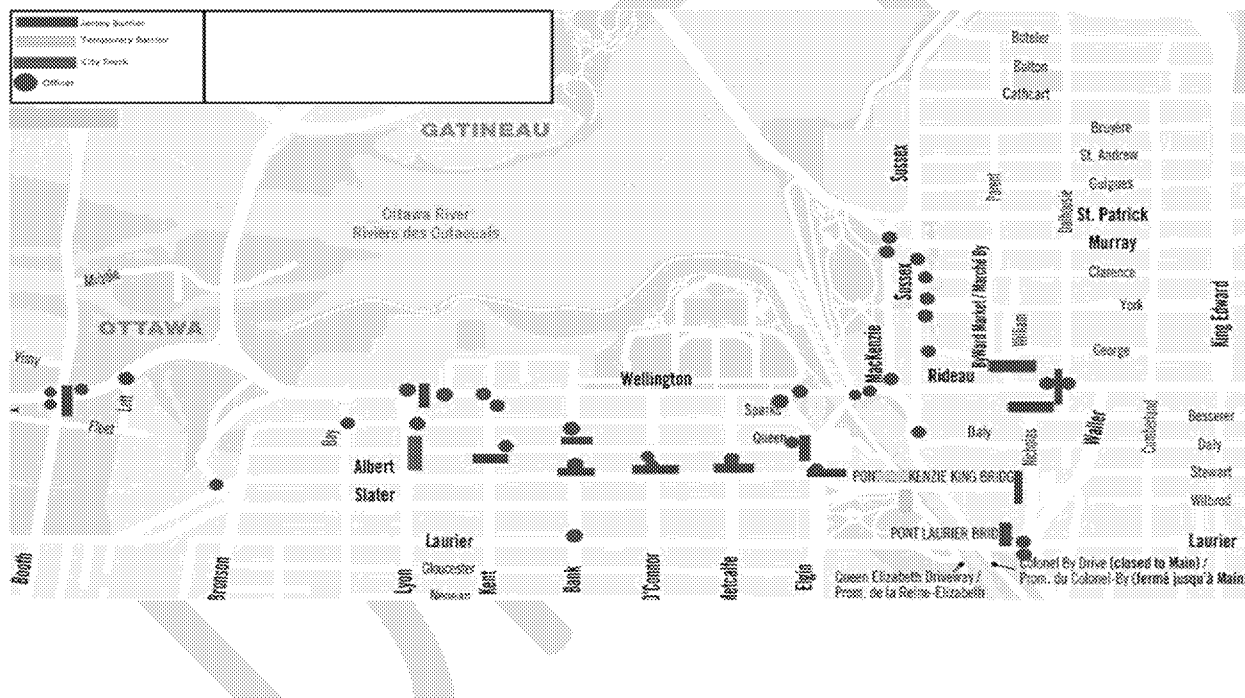
QRTs are deployed 24/7 in the area of higher congestion where occupiers are parked. They form the bulk of the response resources handling issues as they are identified or reported. Many of the QRT members de-escalate a significant number of tempered matters with the occupiers. They are deployed both on foot and in cruisers for quicker response. These teams also deploy to marches and intersections where demonstrators gather. During a crisis they will also perform the Hand Off Team function for an arrest team.

Traffic Supports

Officers will continue to be engaged at a number of intersections in the core 24/7. To minimize officer demand, other infrastructure such as wooden barricades, traffic barrels and heavy cement barricades have been installed in some locations. What has been experienced is that the drivers are not deterred and will move barricading. In one instance during the first weekend a truck and chain was used to move a large concrete barricade protecting access to the Supreme Court areas.

For these reasons, police are required at some key intersections to prevent driver access. Furthermore, as new supporters travel to Ottawa (as experienced last weekend), additional traffic points need to be added to prevent further disruption.

Command will need to constantly review critical traffic assignments to ensure that no further trucks move towards areas for further disruption.



# OF OFFICERS	LOCATION	TASKING	JERSEY YES/ NO	VEH #'s
2	LAURIER/NICHOLA S	Blocking west bound traffic. East bound traffic can leave	No	2
1	McKenzie/Nicholas	Blocking west bound traffic	Yes	1
2	Dalhousie/Rideau	Blocking traffic west bound on Rideau	No	2
1	George/Sussex	Stop Traffic exiting the market onto Sussex	No	1
1	York/Sussex-1	Stop traffic exiting market onto Sussex	No	1
1	York /Sussex-2	Stop traffic exiting market onto Sussex	No	1

1	Sussex/Clarence	Stop traffic exiting the market onto Sussex	No	1
1	Sussex/Murray	Stop traffic travelling south on Sussex	No	1
1	McKenzie/Murray	Stop south bound traffic towards Chateau Laurier	No	1
1	Wellington/McKenzie	Stop traffic driving north bound on Mackenzie (against wrong way)	No	1
2	Wellington/ McKenzie	Prevent traffic west bound on Wellington in east bound lanes	ARC SYSTEM	2
1	Colonel By/ Daly	No north bound traffic towards Rideau, allow Senate access to authorized persons	No	1
3	Wellington/Elgin	No west bound vehicles on Wellington towards Metcalfe	No	3
1	Elgin/Queen	Stop west bound traffic on Queen	No	1
1	Elgin/Albert	No traffic north bound on Elgin	Yes	1
1	Metcalfe/ Albert	No north bound traffic on Metcalfe	Yes	1
2	O'Connor/Albert	No north bound traffic	Yes	2
1	Bank/Queen	No north bound traffic	Yes	1
1	Bank/ Albert	No north bound traffic	Yes	1
1	Bank/Laurier	No north bound traffic in south bound lanes	No	1
1	Kent/Queen	No north bound traffic- position just east of intersection and monitor parking lot prevent anything going east	Yes	1
2	Kent/ Wellington	Prevent emergency lane blockage & prevent east bound traffic on Wellington from blocking intersection	No	2
1	Lyon/Sparks	No north bound traffic towards Wellington	No	1
2	Lyon/ Wellington	No traffic east bound on Wellington towards Kent	Yes	2
0 (city truck)	Lyon /Queen	No traffic east onto Queen		0
1	Bay/ Sparks	No north bound traffic towards wellington	No	1
1	Commissioner/ Albert	No traffic to enter Wellington	No-may have jersey	1
1	Wellington/ Lett	No traffic east bound out of Lett	No	1
3	Wellington/Booth	No east bound traffic from SJAM onto Wellington	Yes	3

AREAS NOT CURRENTLY RESOURCED				
2	SJAM/Island Parkway	Allow cross traffic north and south. Prevent traffic going east / west on SJAM. Regulate traffic when convoy approaches	No	2
2	SJAM/Carling	Vet traffic entering onto SJAM- Convoy traffic only , but no small vehicles (passenger cars etc)	No	2
1	SJAM/Woodroffe	No vehicles to enter SJAM	No	1
1	SJAM/ Tunney's Pasture	No vehicles to enter SJAM	No	1
1	SJAM/Bayview	No Vehicles to enter SJAM	No	1
1	SGE at Aviation Parkway	Direct traffic west on SGE	No	1
1	SGE at Princess Ave	Stop traffic east bound on SGE	No	1
1	King Edward/ Sussex	direct traffic south on King Edward	No	1
1	Dalhousie at Macdonald Cartier	direct traffic to continue on King Edward	No	1
1	King Edward at Rideau	Directing traffic Westbound on Rideau	No	1
1	MacDonald Cartier Bridge at Dalhousie Exit	No vehicles to exit off of highway	No	1

Evidence Gathering Teams (EGT)

EGTs are videographers that have the capability of gathering digital evidence of crowd activity and illegal behaviour. For safety reasons, a support officer will be attached to the videographer any time they are on the ground. Of note, the EGTs' capacity to deploy has been hampered by staffing shortages and operational demands.

Evidence Continuity Officers (CFIS)

There is at least one Evidence Continuity Officer team deployed 24/7. The ECT is responsible for documenting and recording evidence seizures by QRTs of fuel deliveries.

Criminal Investigations

The Criminal Investigations Directorate have redeployed 75% of their investigators to support the police response to the occupation, many of them in a uniform capacity to fill

required positions at the demonstration sites. For those that remain in the investigative role, they have completed and closed 60 files with 24 criminal charges being laid. Currently there are 100 outstanding investigations related to the occupation. It is expected that Deliberate Action Plans will increase the number of files to be processed. Any direct action by police to remove occupation zones could result in immediate arrests or later investigations related to retaliatory activities by supporters. Criminal Investigations Directorate will need to be prepared for full engagement during any Deliberate Action Plan activities and for the days following police action.

4.0 ADMINISTRATION

4.1 Ottawa Police Service Staffing Requirements/Needs Analysis

In an attempt to reduce the overall impacts for staffing this occupation, OPS has worked with the Ottawa Police Association to adjust regular patrol operations to make available an extra cadre of officers.

However, the demands to staff this operation still outstrip the available resources. The additional police supports from other agencies (OPP and RCMP) will help offset some of the shortages however, there remains significant gaps in properly staffing the required assignments. OPS members have been working lengthy periods on multiple days without rest periods which could result in short-term and long-term health issues.

With that in mind, a needs-analysis has been completed and is presented below. The first chart identifies the staffing level required to simply maintain the minimum response capabilities. We are currently using this model and it has proven to be unsustainable to address the demands.

The second is the **Enhanced** option that would allow for an ongoing dedicated staffing plan for the CSET and QRTs which is absent at this point.

The third is the **Interdiction and Enforcement Staffing Model** that adds an additional level of support to engage in a more dedicated enforcement role. This will allow for greater opportunities to initiate actions that will hopefully shorten the duration of this occupation.

Maintenance Staffing

Required Staffing		
Traffic	110	
Quick Response Teams	50	
Command (Site)	18	
Total per Shift	178	
3 Shifts Rotations	516	
2 Rotations (2 on/2 off)	516	
Total Staffing Requirement		516

POUs- Ottawa	55	
Supporting POUs	300	
Total POU Staffing Requirement		355

Total Staffing Requirement		871
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Accelerated Staffing Model

Required Staffing		
Required Maintenance Staffing		516
Enhanced Containment Surge Enforcement Team (CSET) – Supporting Agencies	320	
10 Additional CSETs of 4 officers in each zone	80	
4 Zones	160	
12-hour shifts X 2		320
Total Staffing Requirement		836

POUs- Ottawa	55	
Supporting POU's	300	
Total POU Staffing Requirement		355

Total Staffing Requirement		1191
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Interdiction and Enforcement Staffing Model

Required Staffing		
Required Maintenance Staffing		516
Enhanced Staffing (CSETs) Supporting Agencies)		320
Strike Teams which would include Hand Off Teams, Evidence-Gathering Team Support - 75 Teams of 4 Officers (Supporting Agencies)		300
Total Staffing Requirements		1036

POUs- Ottawa	55	
Supporting POU's	600	
Total POU Staffing Requirement		655

Total Staffing Requirement		1691
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4.2 Reporting Instructions and Briefings:

Officers report to Ben Franklin Place for briefings and are bussed to and from their duties downtown.

4.3 Duty Schedule:

Officers deployed under this plan work approximately 12 hours per overlapping shift beginning at 0600, 1300 and 2100 hrs.

For Deliberate Action Plans, the schedule is based upon the operational needs.

4.4 Order of Dress:

Dress is uniform of the day with outer reflective wear. Name tags MUST be worn on the outer garment and plainly visible.

To ensure police neutrality at all events, no ribbons, pins, wristbands, or other items promoting awareness of any cause shall be worn by members assigned to work at these events.

4.6 Logistics:

Logistics support is required on a 24-hour basis for the duration of this event. The logistics team will be responsible for securing external briefing locations, down rooms, fleet management, meals, supplies and necessary equipment to all members in fixed locations and in the field. The logistics team will have a briefing coordinator to ensure all event briefings are up to date.

4.7 Finance:

Overtime Code is: 00000CONVOY - Cost Center 124167

Financial Services has a representative available to the Service Command Centre.

5.0 COMMAND AND CONTROL

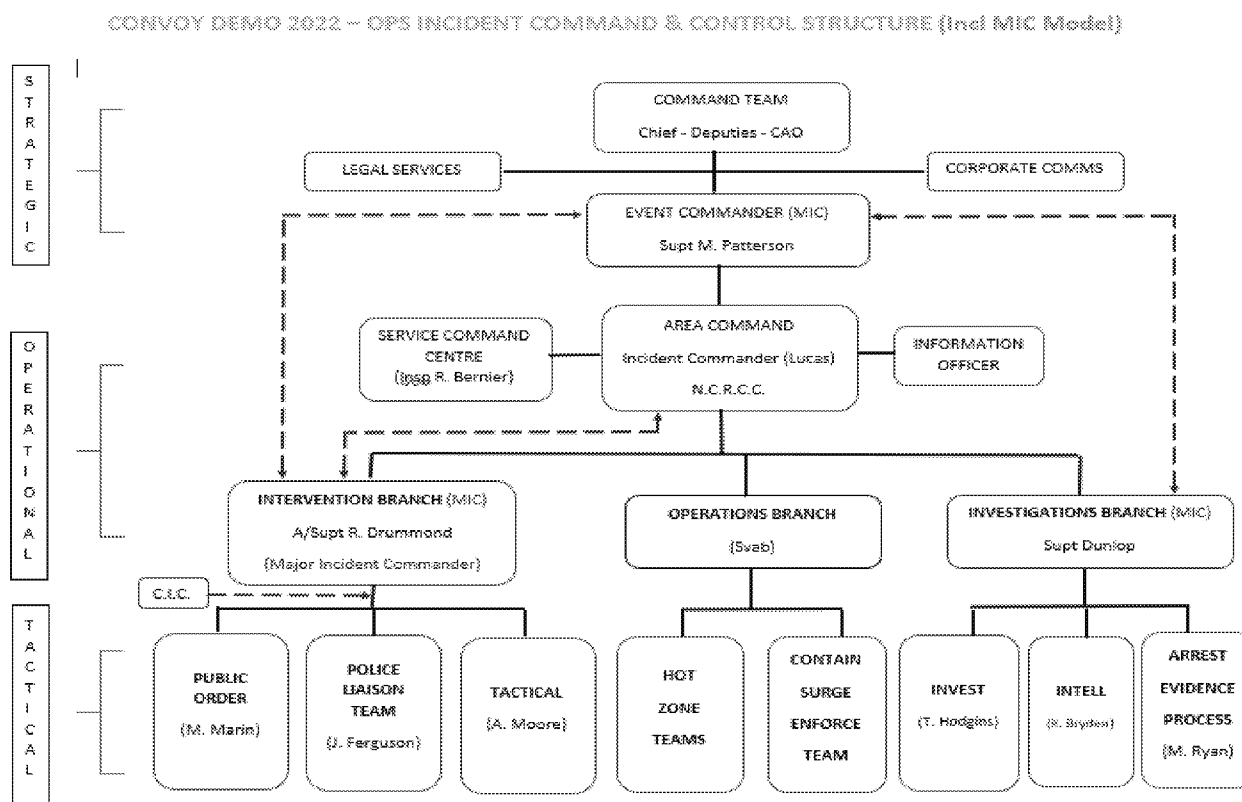
5.1 Chain of Command:

The Event Commander holds overall responsibility and authority for this event and is responsible for its implementation.

The Event Commander will work in concert with the Incident Commander, Operations Chief, Traffic Manager, Tactical Manager and ESU Manager to ensure the implementation of the plan.

Contact with outside agencies will be through the Operations Chief or Incident Commander to ensure situational awareness and control unless directed otherwise.

Organizational Chart



5.2 Unified Command Centre:

A Unified Command Centre is located at the NCRCC, Coventry Road. It includes command staff from OPS, OPP, PPS, RCMP, SQ and Gatineau Police. It may also include representatives from other assisting police services.

5.3 Arrest/ Detention Procedures:

If immediate public safety is not at risk, members must consider the necessity and impacts of making an arrest at that specific time. If the necessity is low and other options are available to identify the suspect, consideration should be given to making all necessary notes and reports and following up with the arrest/charges at a more appropriate time. Members must always consider the potential for inflaming situations, both immediate and long term, which will impact public safety.

In the event an arrest is made, OPS policies and procedures will be followed

5.4 Communications:

A dedicated dispatcher has been assigned to the event and will be monitoring and providing communications support throughout operational periods.

Special 3 is designated as the operational channel for the event.

Special 6 is designated as the logistics channel for the event.

5.5 Communication Strategy:

Media Relations and Corporate Communications are available throughout the event.

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